

REMARKS

An Office Action was mailed on April 30, 2003. Claims 1-6 are pending in the present application.

CHANGE OF CORRESPONDENCE INFORMATION

Applicant is submitting herewith a Change of Correspondence form. All future correspondence in this matter should be directed to Customer Number 026304. The attorney docket number has also changed to **GRAT 18,983 (100717-10034)**, and it is respectfully requested that the Examiner update such information in the PALM system.

REJECTIONS UNDER 35 U.S.C. § 112, SECOND PARAGRAPH

Claims 1-6 are rejected under 35 U.S.C. §112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicant regards as the invention. Responsive thereto, Applicant has amended the claims to overcome the §112, second paragraph rejections.

Accordingly, it is respectfully requested that the Examiner withdraw the rejection under 35 U.S.C. § 112, second paragraph.

REJECTIONS UNDER 35 U.S.C. § 103

Claims 1-6 are rejected under 35 U.S.C. §103(a) as being unpatentable over Miyakawa (U.S. Patent 5,796,195) in view of Takeda et al. (U.S. Patent 5,796,190). The Examiner asserts that Miyakawa (Figure 1) shows all of the limitations of the claimed invention except for the fan wheel with blades, and that Takeda et al. shows a rotor made with blades (123) for the purpose of reducing heat.

While Miyakawa shows an engine-driven generator having a stator arranged within a rotor, there is no fan wheel shown in Miyakawa, nor is there any consideration given as to the cooling of the engine or the generator. Thus, Applicant respectfully disagrees with the Examiner that the cited art of Miyakawa in combination with Takeda et al. teaches or suggests the claimed invention.

In Miyakawa, the rotor 22 comprises a disc-shaped yoke body 32 where the laminated plates 30 of the rotor are secured to its periphery. With the present invention, such a yoke body 32 is replaced by the fan wheel (2) of the rotor (29), which represents at the same time its flywheel. It has to be assumed that with Miyakawa there is a separate flywheel at the end of the engine which is not shown in FIG. 1. Thus, as the Examiner admits, there is no teaching of Miyakawa to use the flywheel of the engine as a fan wheel and at the same time as a yoke body of the rotor as set forth in the claimed invention.

Applicant further respectfully submits that one skilled in the art would not be taught or motivated by Takeda et al. to provide a fan wheel in Miyakawa to then arrive at the claimed invention. The generator unit of Takeda is of normal construction, namely having a peripheral stator 110 with an inner rotor 120, whereby the inner rotor comprises a plurality of fan blades 123. With this construction, nothing but a regular airflow is created for cooling the stator winding 112. There is no cooling effect described with respect to the coupled engine 200 which is driving the rotor. Instead the housing of the generator is completely separate from the housing of the engine.

Consequently, one skilled in the art would not be motivated by Takeda et al. to incorporate the fans 123 of Takeda et al. into the generator of Miyakawa and at the same time to solve the cooling problem of its engine, to then arrive at the claimed invention. Thus, Applicant respectfully submits that the Examiner has failed to establish a case of prima facie obviousness. Irrespective of whether both references are in the same field of endeavor, there must be some motivation found to modify the construction of Miyakawa to arrive at the construction of the claimed invention. As noted above, there is no teaching in Takeda et al. to transform the engine flywheel into a fan wheel and at the same time as a yoke body of the rotor as set forth in the claimed invention. Absent such a teaching or motivation, which is fundamental to the claimed invention, the §103(a) rejection in view of the combination of Miyakawa and Takeda et al. must fail.

Thus, Applicant respectfully submits that Miyakawa in combination with Takeda et al. fail to teach or reasonably suggest a power generator unit comprising an engine and a generator, a rotor driven by said engine around a stator, said stator arranged within said rotor, said rotor

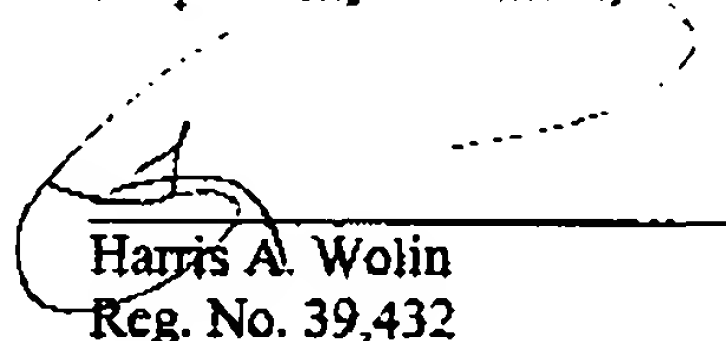
provided with a stationary winding and permanent magnets for excitation of the generator, wherein said rotor forms the flywheel of the engine, the rotor is built onto a fan wheel that in turn is flanged onto a crankshaft of a face of the engine, the stator is structured as a package of iron sheet metal, which bears the stationary winding, and is screwed on multiple times along a circumference of an inside ring of a generator housing lid by means of stator screws that are passed through bores in the stator and secure the stator together and the rotor is structured as a package of iron sheet metal, which bears the permanent magnets to generate a rotating magnetic field, and is screwed on multiple times at the circumference of the fan wheel by means of clamping screws that are passed through bores in rotor and secure the rotor together, as claimed.

For the foregoing reasons, reconsideration is respectfully requested.

An earnest effort has been made to be fully responsive to the Examiner's objections. In view of the above amendments and remarks, it is believed that claims 1-6, consisting of independent claim 1 and the claims dependent therefrom, are in condition for allowance. Passage of this case to allowance is earnestly solicited. However, if for any reason the Examiner should consider this application not to be in condition for allowance, the Examiner is respectfully requested to telephone the undersigned attorney at the number listed below prior to issuing a further Action.

Any fee due with this paper may be charged on Deposit Account 50-1290.

Respectfully submitted,


Harris A. Wolin
Reg. No. 39,432

CUSTOMER NUMBER 026304

**KATTEN MUCHIN ZAVIS ROSENMAN
575 MADISON AVENUE
NEW YORK, NEW YORK 10022-2585
PHONE: (212) 940-8800
FAX: (212) 940-8776
DOCKET NO.: GRAT 18.983 (100717-10034)**

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